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A INTRODUCTION TO COMBINED ACP RESPONSE STRATEGY

This plan provides for a coordinated response by the Coast Guard OSC and other federal, state and civilian forces to oil and hazardous substance discharges. It provides the policies, responsibilities and procedures for the on-scene forces. It is designed to be used in conjunction with the National, Regional, State and other Local Contingency Plans and is further supported by other documents maintained at the Marine Safety Office.

A-I AUTHORITY

Section 4202 of the Oil Pollution Act of 1990 (OPA 90) amended Subsection (j) of Section 311 of the Federal Water Pollution Control Act (FWPCA) (33 U.S.C. 1321 (j)) to address the development of a National Planning and Response System. As part of this system, Area Committees are to be established for each area designated by the President. These Area Committees are to be comprised of qualified personnel from Federal, State, and local agencies. Each Area Committee, under the direction of the Federal On-Scene Coordinator (OSC) for the area, is responsible for developing an Area Contingency Plan (ACP) which, when implemented in conjunction with the National Contingency Plan (NCP), shall be adequate to remove a worst case discharge of oil or a hazardous substance, and to mitigate or prevent a substantial threat of such a discharge, from a vessel, offshore facility, or onshore facility operating in or near the geographic area. Each Area Committee is also responsible for working with State and local officials to pre-plan for joint response efforts, including appropriate procedures for mechanical recovery, dispersal, shoreline cleanup, protection of sensitive environmental areas, and protection, rescue, and rehabilitation of fisheries and wildlife. The Area Committee is also required to work with State and local officials to expedite decisions for the use of dispersants and other mitigating substances and devices.

The functions of designating areas, appointing Area Committee members, determining the information to be included in Area Contingency Plans, and reviewing and approving Area Contingency Plans have been delegated by Executive Order 12777 of 22 October 1991, to the Commandant of the U.S. Coast Guard (through the Secretary of Transportation) for the coastal zone, and to the Administrator of the Environmental Protection Agency for the inland zone. The term "coastal zone" is defined in the current NCP (40 CFR 300.5) to mean all United States waters subject to the tide, United States waters of the Great Lakes, specified ports and harbors on inland rivers, and the waters of the Exclusive Economic Zone (EEZ). The Coast Guard has designated as areas, those portions of the Captain of the Port (COTP) zones which are within the coastal zone, for which Area Committees will prepare Area Contingency Plans. The COTP zones are described in Coast Guard regulations (33 CFR Part 3).

A-II DEFINITIONS AND ACRONYMS

AICW..... Atlantic Intracoastal Waterway
ALOHA.....Aerial Location of Hazardous Atmospheres
AOR..... Area of Responsibility
BBL..... Barrel (42 U.S. gallons)
CAMEO.....Computer Assisted Modeling of Emergency Operations
CCGD7.....Commander Seventh Coast Guard District
(d)..... District Commander
(dcs)..... District Chief of Staff
(dl)..... District Legal Office
(dpa)..... District Public Affairs
(f)..... District Comptroller
(fac)..... District Accounting Branch
(fcp)..... District Procurement Branch
(m)..... District Marine Safety Division
(mep)..... District Marine Environmental Protection Branch
(o)..... District Operations Division
CEQ..... Council on Environmental Quality
CFR..... Code of Federal Regulations
CHRIS..... Chemical Hazard Response Information System
COE..... U. S. Army Corps of Engineers
COMDTINST....Commandant Instruction
COTP..... Captain of the Port, Jacksonville
CWA..... Clean Water Act
DOC..... U. S. Department of Commerce

DOD..... U. S. Department of Defense
DOE..... U. S. Department of Energy
DOI..... U. S. Department of The Interior
DOJ..... U. S. Department of Justice
DOL..... U. S. Department of Labor
DOS..... U. S. Department of State
DOT..... U. S. Department of Transportation
EPA..... U. S. Environmental Protection Agency
EPD..... Emergency Preparedness Division
ERDA..... U. S. Energy Research and Development Administration
ESI..... Environmental Sensitivity Index
FDEP..... Florida Department of Environmental Protection
FEMA..... Federal Emergency Management Agency
FGFWFC.....Florida Game and Fresh Water Fish Commission
FMP..... Florida Marine Patrol
FTS..... Federal Telecommunications System
FWPCA.....Federal Water Pollution Control Act
GAL..... Gallon
GDNR..... Georgia Department of Natural Resources
GST Gulf Strike Team
HPS..... Hazardous Polluting Substance
IDLH..... Immediately Dangerous to Life and Health
LAST..... Atlantic Area Strike Team
LT..... Long Ton (2240 pounds)
MARAD.....U. S. Maritime Administration
MT..... Metric Ton (2204.6 pounds)
MSIS..... Marine Safety Information System

MSM..... Marine Safety Manual
MSO..... Marine Safety Office, Jacksonville
NASA..... National Aeronautics and Space Administration
NCP..... National Contingency Plan
NIOSH..... National Institute for Occupational Safety and Health
NMFS..... National Marine Fisheries Service
NOAA..... National Oceanic and Atmospheric Administration
NRC..... National Response Center
NRT..... National Response Team
NSF..... National Strike Force
NSFCC.....National Strike Force Coordination Center
NUC REG COM.....Nuclear Regulatory Commission
NWS..... National Weather Service
OCS..... Outer Continental Shelf
OSC..... On-Scene Coordinator (Same person as COTP and MSO)
OSHA..... Occupational Health and Safety Administration
PIAT..... Public Information Assistance Team
POLREP.....Pollution Report (message)
RCP..... Regional Contingency Plan
RNO..... Regional News Office
RRT..... Regional Response Team
SSC..... Scientific Support Coordinator
ST..... Short Ton (2000 pounds)
SUPSALV.....Navy Supervisor of Salvage
TLV..... Threshold Limit Value
TCC..... Transportable Communications Center
USA..... U. S. Army

USC..... U. S. Code

USCG..... United States Coast Guard

USFWS.....U. S. Fish and Wildlife Service

USGS..... U. S. Geological Survey

USMC..... U. S. Marine Corps

USN..... U. S. Navy

ACTIVATION (40 CFR 300.5) - Means notification by telephone or other expeditious means to the appropriate state and local officials, to the regional or district office of participating agencies, or when required, the assembly of some or all members of the RRT or NRT.

ADVERSE WEATHER (33 CFR 154.1020) - Means the weather conditions that will be considered when identifying response systems and equipment in a response plan for the applicable operating environment. Factors to consider include significant wave height, ice, temperature, weather-related visibility, and currents within the Captain of the Port (COTP) zone in which the systems or equipment are intended to function.

AVERAGE MOST PROBABLE DISCHARGE, FACILITIES (33 CFR 1020) - Means a discharge of the lesser of 50 barrels or 1 percent of the volume of the worst case discharge.

AVERAGE MOST PROBABLE DISCHARGE, VESSELS (33 CFR 154.1020) - Means a discharge of 50 barrels of oil from the vessel during oil transfer operations.

COASTAL WATERS (40 CFR 300.5) - for the purposes of classifying the size of discharges, means the waters of the coastal zone except for the Great Lakes and specified ports and harbors on inland rivers.

CONTIGUOUS ZONE (40 CFR 300.5) - Means the zone of the high seas, established by the United States under Article 24 of the Convention on the Territorial Sea and Contiguous Zone, which is contiguous to the territorial sea and which extends nine miles seaward from the outer limit of the territorial sea.

EXCLUSIVE ECONOMIC ZONE (33 CFR 154.1020) - Means the zone contiguous to the territorial sea of the United States extending to a distance up to 200 nautical miles from the baseline from which the breadth of the territorial sea is measured.

INLAND WATER (40 CFR 300.5) - for the purposes of classifying the size of discharges, means those waters of the United States in the inland zone, waters of the Great Lakes, and specified ports and harbors on inland rivers.

MAJOR DISCHARGE (40 CFR 300.5) - Means a discharge of more than 10,000 gallons of oil to the inland waters; or a discharge to the coastal waters of more than 100,000 gallons of oil; or a discharge of a hazardous substance that poses a substantial threat to the public health or welfare, or results in critical public concern.

MARINE TRANSPORTATION-RELATED FACILITY (33 CFR 154.1020) - means an onshore facility, including piping and any structure used to transfer oil to or from a vessel, subject to regulation under 33 CFR Part 154 and any deepwater port subject to regulation under 33 CFR Part 150.

MAXIMUM EXTENT PRACTICABLE, FACILITY - Means the planning values derived from the planning criteria used to evaluate the response resources described in the response plan to provide the on-water recovery capability and the shoreline protection and cleanup capability to conduct response activities for a worst case discharge from a facility in adverse weather.

MAXIMUM EXTENT PRACTICABLE, VESSEL - Means the planning values derived from the planning criteria used to evaluate the response resources necessary to provide the on-water recovery capability and the shoreline protection and cleanup capability to conduct response activities for a worst case discharge from a facility in adverse weather.

MAXIMUM MOST PROBABLE DISCHARGE, FACILITY (33 CFR 154.1020) - Means a discharge of the lesser of 1,200 barrels or 10 percent of the volume of a worst case discharge.

MAXIMUM MOST PROBABLE DISCHARGE, VESSEL (33 CFR 154.1020)- Means a discharge of up to -

(1) 2,500 barrels of oil for vessels with an oil cargo capacity equal to or greater than 25,000 barrels; or

(2) 10% of the vessels oil cargo capacity for vessels with a capacity of less than 25,000 barrels.

MAXIMUM MOST PROBABLE DISCHARGE SCENARIO (ACP) - An Area Contingency Plan scenario based upon the historically largest recorded spill for the area.

MEDIUM DISCHARGE (40 CFR 300.5) - Means a discharge of 1,000 to 10,000 gallons of oil to the inland waters; or a discharge of oil of 10,000 to 100,000 gallons to the coastal waters; or a discharge of a hazardous substance equal to or greater than a reportable quantity as defined by regulation.

MINOR DISCHARGE (40 CFR 300.5) - Means a discharge to the inland waters of less than 1,000 gallons of oil; or a discharge to the coastal waters of less than 10,000 gallons of oil; or a discharge of a hazardous substance in a quantity less than that defined as reportable by regulation.

MOST PROBABLE DISCHARGE SCENARIO (ACP) - An Area Contingency Plan scenario based upon the historical size of the average spill in the area.

NON-PERSISTENT OR GROUP I OIL (33 CFR 154.1020) - Means a petroleum-based oil that, at the time of shipment, consists of hydrocarbon fractions--

(1) At least 50% of which by volume, distill at a temperature of 340 degrees C (645 degrees F); and

(2) At least 95% of which by volume, distill at a temperature of 370 degrees C (700 degrees F).

NON-PETROLEUM OIL (33 CFR 154.1020) - Means oil of any kind that is not petroleum-based. It includes, but is not limited to, animal and vegetable oils.

PERSISTENT OIL (33 CFR 154.1020) - Means a petroleum-based oil that does not meet the distillation criteria for a non-persistent oil. For the purposes of this Appendix, persistent oils are further classified based on specific gravity as follows:

- (1) Group II - Specific gravity less than .85.
- (2) Group III - Specific gravity between .85 and less than .95.
- (3) Group IV - Specific gravity between .95 to and including 1.0.
- (4) Group V - Specific gravity greater than 1.0.

QUALIFIED INDIVIDUAL(S) (33 CFR 154.1026) - Means an English-speaking representative(s) of the facility identified in the plan, located in the United States, available on a 24-hour basis, familiar with implementation of the facility response plan, and trained in his or her responsibilities under the plan. This person must have full written authority to implement the facility's response plan. This includes--

- (1) Activating and engaging in contracting with identified oil spill removal organization(s);
- (2) Acting as a liaison with the predesignated Federal On-Scene Coordinator; and
- (3) Obliging, either directly or through prearranged contracts, funds required to carry out all necessary or directed response activities.

RESPONSE RESOURCES (33 CFR 154.1020) - Means the personnel, equipment, supplies, and other capability necessary to perform the response activities identified in a response plan.

SUBSTANTIAL THREAT OF A DISCHARGE, FACILITY (33 CFR 154.1020) - Means any incident or condition involving a facility that may create a risk of discharge of fuel or cargo oil. Such incidents include, but are not limited to storage tank or piping failures, above ground or underground leaks, fires, explosions, flooding, spills contained within the facility, or other similar occurrences.

SUBSTANTIAL THREAT OF A DISCHARGE, VESSEL - Means any incident involving a vessel that may create a significant risk of discharge of fuel or cargo oil. Such incidents include, but are not limited to groundings, strandings, collisions, hull damage, fire, explosion, flooding, on-deck spills, loss of propulsion, or other similar occurrences.

VESSELS CARRYING OIL AS A PRIMARY CARGO (33 CFR 155.1020) - Means all vessels carrying bulk oil cargo that have a Certificate of Inspection issued under 46 CFR Subchapter D (except for dedicated response vessels), Certificate of Compliance, or Tank Vessel Examination Letter.

VESSELS CARRYING OIL AS A SECONDARY CARGO (33 CFR 155.1020) - Means vessels carrying oil pursuant to a permit issued under 46 CFR Subchapter D (30.01-5), 46 CFR Subchapter H (70.05-30), or 46 CFR Subchapter I (90.05-35), an International Oil Pollution Prevention (IOPP) or Noxious Liquid Substance (NLS) certificate required by 33 CFR 151.33 or 151.35, a dedicated response vessel operating outside a response area, or any uninspected vessel that carries bulk oil cargo.

WORST CASE DISCHARGE, FACILITY (33 CFR 154.1020) - Means

(1) For facilities with above ground storage, not less than--

(a) Loss of the entire capacity of all tank(s) at the facility not having secondary containment; plus

(b) Loss of the entire capacity of any single tank within a second containment system or the combined capacity of the largest group of tanks within the same secondary containment system, whichever is greater; and

(2) For facilities with below ground storage supplying oil to or receiving oil from the MTR portion, means the cumulative volume of all piping carrying oil between the marine transfer manifold and the non-transportation-related portion of the facility. The discharge of each pipe is calculated as follows: the maximum time to discover the release from the pipe in hours, plus the maximum time to shut down flow from the pipe in hours (based on historic discharge data or the best estimate in the absence of historic discharge data for the facility) multiplied by the maximum flow rate expressed in barrels per hour (based on the maximum daily capacity of the pipe) plus the total line drainage volume expressed in barrels for the pipes between the marine manifold and the non-transportation-related portion of the facility.

WORST CASE DISCHARGE, VESSEL (33 CFR 155.1020) - Means a discharge in adverse weather conditions of a vessel's entire oil cargo.

WORST CASE DISCHARGE SCENARIO, FACILITY (ACP) - An Area Contingency planning scenario based upon the largest foreseeable discharge from an area facility in adverse weather.

WORST CASE DISCHARGE SCENARIO, VESSEL (ACP) - An Area Contingency planning scenario based upon a discharge in adverse weather of a vessel's entire cargo.

A-III AREA COMMITTEE PURPOSE AND OBJECTIVE

The Area Committee is a spill preparedness and planning body made up of Federal, State, and local agency representatives. The OSC will coordinate the activities of the Area Committee and assist in the development of a comprehensive Area Contingency Plan that is consistent with the NCP.

This Area Contingency Plan describes the strategy for a coordinated Federal, State and local response to a discharge or substantial threat of discharge of oil or a release of a hazardous substance from a vessel, offshore facility, or onshore facility operating within the boundaries of the Area of MSO Jacksonville, FL. This plan addresses response to a most probable discharge, a maximum most probable discharge, and a worst case discharge including discharges from fire or explosion. Planning for these three scenarios covers the expected range of spills likely to occur in this area.

For purposes of this plan, the most probable discharge is the size of the average spill in the area based on the historical data available. The maximum most probable discharge is also based on historical spill data, and is the size of the discharge most likely to occur taking into account such factors as the size of the largest recorded spill, traffic flow through the area, hazard assessment, risk assessment, seasonal considerations, spill histories and operating records of facilities and vessels in the area, etc. The worst case discharge for a vessel is a discharge of its entire cargo in adverse weather conditions. The worst case discharge from an offshore or onshore facility is the largest foreseeable discharge in adverse weather conditions. These scenarios are described in Appendix VII.

This plan shall be used as a framework for response mechanisms to evaluate shortfalls and weaknesses in the response structure before an incident, and as a guide for reviewing vessel and facility response plans required by OPA 90, to ensure consistency. The review for consistency should address, as a minimum, the economically and environmentally sensitive areas within the area, the response equipment (quantity and type) available within the area (this includes Federal, State, and local government and industry owned equipment), response personnel available, equipment and personnel needs compared to those available, protection strategies, etc.

A-III-A AREA

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A-III-B AREA OF RESPONSIBILITY

COTP Jacksonville's area of responsibility for oil spills and releases of hazardous materials is defined in the Memorandum of Understanding (MOU) between the U.S. EPA (Region IV) and the Seventh U.S. Coast Guard District. The Commanding Officer, Marine Safety Office, Jacksonville, Florida will be the pre-designated Federal OSC as described in Appendix IV to this Annex A.

A-III-C AREA COMMITTEE ORGANIZATION

The following is a listing of those federal, state and local agencies represented on the MSO Jacksonville Area Committee.

FEDERAL AGENCIES

Environmental Protection Agency

Federal Emergency Management Agency

National Aeronautics and Space Administration

National Oceanic and Atmospheric Administration

National Park Service

U.S. Army Corps of Engineers

U.S. Fish and Wildlife Service

U.S. Navy

STATE AGENCIES

Florida Department of Environmental Protection

Florida Game and Fresh Water Fish Commission

Georgia Department of Natural Resources

LOCAL AGENCIES

Brevard County Emergency Management Division

St. Johns County Department of Public Safety

St. Johns River Water Management District

Volusia County Department of Environmental Management

City of Cocoa Beach Department of Public Works

City of Daytona Beach Department of Public Works

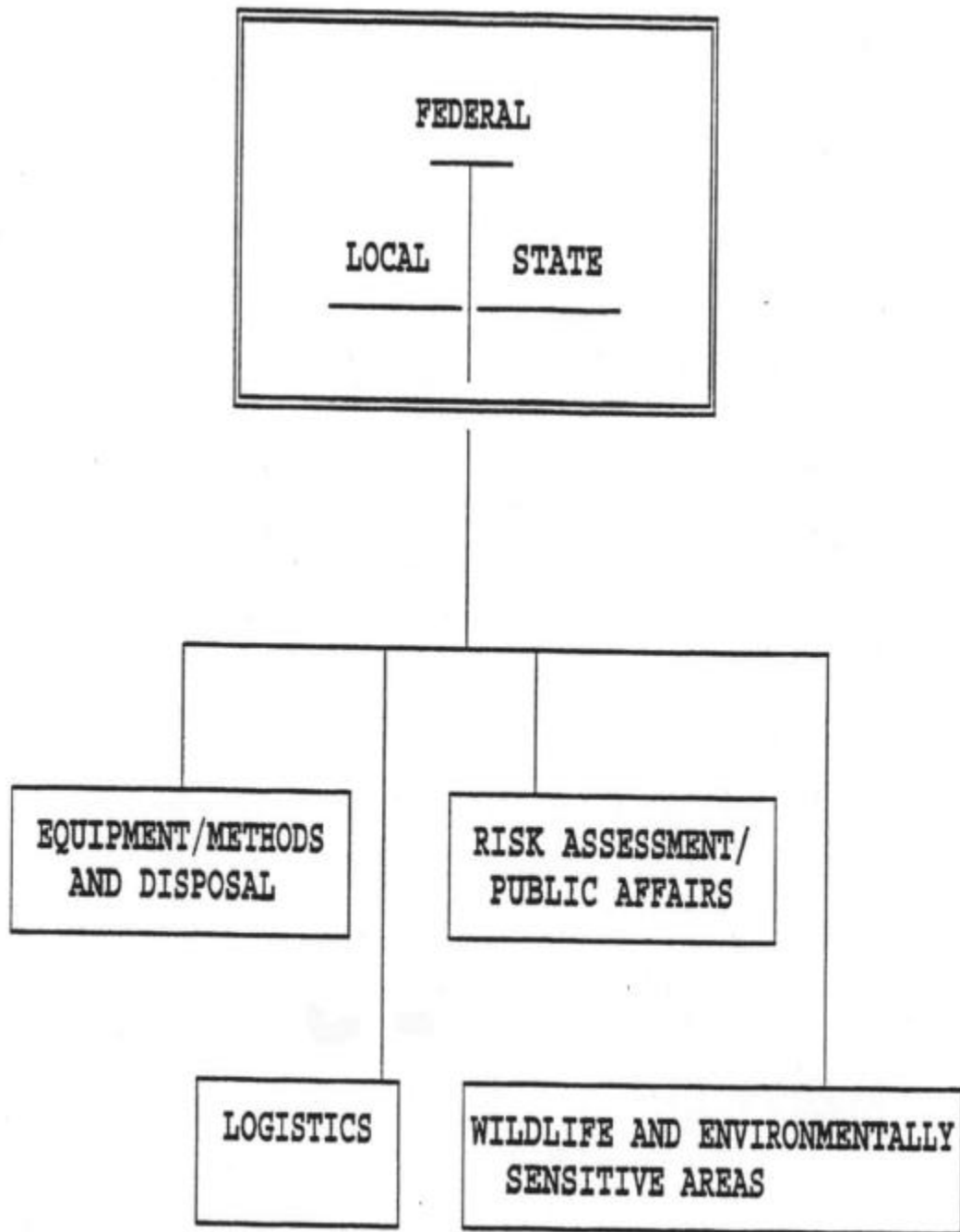
City of Jacksonville Regulatory and Environmental Services Dept.

City of Jacksonville Department of Fire and Rescue

City of Melbourne, Fire Department

City of Palatka Fire Department

City of Titusville Fire and Emergency Services



[FIGURE 1](#)

AREA COMMITTEE ORGANIZATION

A-III-C-1 AREA COMMITTEE MEMBERS

NOTE: Phone numbers are listed separately at the beginning of the ACP. See attached list at the front of the ACP for an updated membership of the Area Planning Committee.

FEDERAL AGENCIES

USCG MSO JACKSONVILLE
7820 Arlington Expway Suite 400
Jacksonville, FL 32211

U.S. EPA, REGION IV
Emergency Response and Removal Branch
345 Courtland Street, N.E.
Atlanta, GA 30365

U.S. DEPARTMENT OF COMMERCE
N.O.A.A. HAZMAT
Claude Pepper Federal Building
P.O. Box 83
51 S.W. 1st Avenue, Room 1123
Miami, FL 33130

U.S. FISH AND WILDLIFE SERVICE
1875 Century Blvd. Suite 310
Atlanta, GA 30345

FEDERAL EMERGENCY MANAGEMENT AGENCY
ATLANTA REGIONAL OFFICE
Suite 706
1371 Peachtree Street, N.E.
Atlanta GA 30309

U.S. NAVY REGIONAL COORDINATOR,
NAVAL BASE JACKSONVILLE
Code N3, Box 102
NAS Jacksonville, FL 32212

MEMBER

Commanding Officer
Executive Officer
Area Contingency Planner
Environmental Response Officer
Waterways Management Officer

Emergency Response
Coordinator

USCG District 7
NOAA Hazmat Officer

Damage Assessment /
Spill Coordinator

Hazardous Materials
Program Specialist

Environmental Coordinator

FEDERAL AGENCIES

National Park Service
P.O. Box 806
St. Marys, GA 31558

U.S. Army Corps of Engineers
P.O. Box 4970
Jacksonville, FL 32232

MEMBER

Biologist

Chief, Construction-
Operations Branch

STATE AGENCIES

Florida Department of
Environmental Protection
Northeast District
7825 Baymeadows Way, Suite 200B
Jacksonville, FL 32256-7577
Coordinator

Coastal Protection Coordinator
Environmental Specialist
Emergency Response

Florida Department of Environmental
Protection, Central District
3319 Maguire Blvd., Suite 232
Orlando, Florida 32803-3767

Environmental Manager

Florida Game and Fresh Water
Fish Commission
Rt. 7 Box 440
Lake City, FL 32055

Regional Nongame Biologist

Florida Game and Fresh Water
Fish Commission
1239 SW. 10th Street
Ocala, FL 34474

Regional Nongame Biologist

Georgia Department of Natural Resources
Environmental Protection Division
205 Butler St., SE Floyd Tower
Atlanta, GA 30334

Environmental Specialist

LOCAL GOVERNMENTAL AGENCIES

Brevard County
2725 St. Johns St., Bldg. B
Management!
Melbourne, FL 32940

Director, Emergency

Communications Division

LOCAL GOVERNMENTAL AGENCIES

City of Jacksonville
107 N. Market Street
Jacksonville, FL 32202

Chairman, Local Emergency
Planning Committee NE, FL

St. Johns County
4455 Avenue "A" Suite 100
St. Augustine, FL 32085

Director of Public Safety

County of Volusia
49 Keyton Drive
Daytona Bch., FL 32720

Director, Department of
Environmental Management

City of Cocoa Beach
2 South Orlando Avenue
Cocoa Beach, FL 32932

Director, Public Works

City of Daytona Beach
P.O. Box 2451
Daytona Beach, FL 32115-2451

Public Works Director

City of Melbourne
865 Eau Gallie Boulevard
Melbourne, FL 32935

Fire Chief

City of Palatka
100 North Eleventh Street
Management
Palatka, FL 32177

Director, Emergency

City of Titusville
P.O. Box 2806
Titusville, FL 32781
Coordinator

Fire Department
Hazardous Materials

A-III-C-2 SUBCOMMITTEE TITLES AND CHAIRPERSONS

EQUIPMENT, METHODS, DISPOSAL SUBCOMMITTEE

Chairman: LCDR Mark Lunday, USCG MSO Jacksonville, Chief, Marine Environmental Response Branch

LOGISTICS SUBCOMMITTEE

Chairman: LCDR Cindy Killmeyer-Ebert, USN, COMNAVBASEJAX

WILDLIFE AND ENVIRONMENTALLY SENSITIVE AREAS SUBCOMMITTEE

Chairman: Cathy Patterson, Phase IV

RISK ASSESSMENT/PUBLIC AFFAIRS SUBCOMMITTEE

Chairman: Mike Camar, ST Services

A-IV GEOGRAPHIC BOUNDARIES

There are three sets of Federal boundaries which are important in dealing with maritime events involving the discharge or potential discharge of oil. Federal boundaries, or areas, include the Officer in Charge of Marine Inspection zone (OCMI), Captain of the Port zone (COTP), and the Coast Guard predesignated Federal On Scene Coordinator (FOSC) area. State and local boundaries correspond exactly with their political boundaries.

This Contingency Plan applies only in the area where the COTP is the predesignated FOSC.

OFFICER-IN-CHARGE MARINE INSPECTION ZONE

The OCMI zone is that area in which the OCMI Jacksonville, (Commanding Officer, Marine Safety Office Jacksonville), is responsible for inspecting U.S. flag vessels and investigating certain marine casualties, some of which involve oil discharges.

As defined by 33 CFR 3.35-20, the boundary of the Jacksonville Marine Inspection Zone starts at the Georgia coast at 30_50' N. latitude; thence due west to 30_50' N. latitude, 82_15' W. longitude; thence due south to the intersection of the Florida-Georgia boundary at 82_15' W. longitude; thence westerly along the Florida-Georgia boundary to 83_00' W. longitude; thence southeasterly to 28_00' N. latitude; 81_30' W. longitude; thence due east to the sea at 28_00' N. latitude.

CAPTAIN OF THE PORT ZONE

The COTP zone is that area in which COTP Jacksonville, (Commanding Officer, Marine Safety Office Jacksonville), is responsible for the safety and security of the port and activities including marine environmental protection on the navigable waters of the U.S.

The COTP Jacksonville and OCMI Jacksonville zones are identical with regard to boundaries.

PRE-DESIGNATED FEDERAL ON SCENE COORDINATOR

As defined in the Memorandum of Understanding (MOU) between the U.S. EPA (Region IV) and the Seventh U.S. Coast Guard District, the Commanding Officer, Marine Safety Office, Jacksonville, Florida will be the pre-designated Federal OSC in the following areas. As a result of the MOU and as delineated therein, the COTP Jacksonville is the pre-designated FOSC for the coastal areas and the EPA is responsible for the inland areas. When a roadway is used to delineate a boundary, that boundary shall be to, but shall not include, the roadway.

Coastal areas from 30_50' N. latitude on the east coast of Georgia southward to 28_ N. latitude on the east coast of Florida. Latitude 30_50' N. on the east coast of Georgia due west to I-95; thence southerly to US 17 Interchange, Becker, Florida; thence southerly along US 17 to Trout River Drive, Jacksonville (Panama Park), Florida; thence southwesterly to State Highway 115 (FL 115); thence easterly along FL 115 to Buffalo Avenue; thence southerly over the John Mathews Bridge to University Blvd; thence northerly to Ft. Caroline Road; thence easterly to FL 101A; thence southerly to the intersection with the St. Johns County line; thence south and west along the St. Johns County line to US 1; thence southerly to I-95, Marineland interchange; thence southerly to US 1, Ormand By The Sea interchange; Thence southerly to the intersection of MSO Jacksonville-MSO Miami Boundary at 28o N. latitude (near Malibar).

Also included is the St. Johns River, including waterfront facilities, inland to the FL 17 Bridge, Palatka, Florida.

GENERAL HAZARDOUS MATERIAL RESPONSE

The boundaries for MSO Jacksonville Hazardous Material release response is the same as for the Coast Guard predesignated Federal On Scene Coordinator (FOSC) area for oil spills. The area in which COTP Jacksonville is the predesignated FOSC for oil spills and Hazardous Material releases is defined by a Memorandum of Understanding (MOU) between the Coast Guard and the EPA.

OFFSHORE RESPONSIBILITY

The northern offshore boundary of the Jacksonville Captain of the Port Zone is 30_ 50' N Latitude from shore to the offshore extent of the Exclusive Economic Zone (EEZ). The southern offshore boundary is 28_ 00' N Latitude from shore to the offshore extent of the Exclusive Economic Zone (EEZ).

MSO Jacksonville's authority to investigate and prosecute OPA 90 violations in the offshore area extends to 12 miles offshore. Beyond 12 miles violations of OPA 90 are based on the threat of pollution in the Jacksonville FOSC area within 12 miles of shore.

FIGURE 2

MAP OF MSO JACKSONVILLE, FLORIDA, ZONES

A-IV-A AREA SPILL HISTORY

From the analysis of previous oil and hazardous material incidents, a study was conducted by the National Oceanic and Atmospheric Administration to determine historical patterns which would be useful in response planning.

The most pertinent source of information for analyzing historical spills was found to be the Coast Guard Marine Safety Office (MSO) pollution reports. Files are kept on every pollution incident, and the date, location, suspected sources, cause, and type, amount, and fate of the material involved are provided for each incident. The files between January 1981- April 1989 were examined to identify all oil spills involving 200 gallons or more, and all chemical incidents involving more than 10 gallons.

Most of the locations are clustered in the industrial area on the western bank of the St. Johns River. Some of the incidents are inland, and a few are on the river or the coast, but most are on the waterfront. There were three coastal groundings, and one spill occurred on the ICW.

The above analysis showed that serious pollution incidents and potential incidents have occurred in the past which were related to the 3 major modes of transportation; truck, railroad and by vessels. The facilities have been the site of more incidents than the transportation routes, but the facility incidents are typically smaller. Petroleum products are the most frequently involved material type, but chemicals also have been spilled. Although major ocean spills did not affect the study area during the time period of analysis, the possibility of such a spill should not be overlooked.

The "high risk" areas in the MSO Jacksonville area which are the most likely point for waterborne pollution incidents caused by shipping accidents are:

JACKSONVILLE AREA

1. St. John's River mouth - There is a Mayport car carrying ferry that transits across the river regularly. There is also considerable Navy traffic that enters and leaves the Navy Station at Mayport.
2. St. Johns River - Where the Intracoastal Waterway (ICW) meets the St. Johns River (Sister's Creek) there is a high volume of recreational traffic.
3. St. Johns River - The four 90 degree turns in the river located at Dames Point, Broward Point, Chaseville Turn, and Commodore Point.
4. St. Johns River Bridges - Channel narrows to 173 feet at the Acosta and Fuller Warren Bridges.

5. St. Mary's River - Where the ICW meet (Amelia River) there is a high volume of recreational traffic along with the passage of nuclear submarines from the Navy Base at Kings Bay.

PORT CANAVERAL AREA

1. Vessels, particularly barges, departing the locks into the Banana River or the port enter high traffic areas utilized by recreational and commercial vessels. Barges also utilize mooring areas north of the Barge Canal in the Banana River.
2. Navy refueling and ordinance loading operations in the Trident and the Central Turning Basins.
3. NASA Solid Rocket Booster recovery operations and recovery vessel transit through the port and locks.
4. After heavy rains, flood waters coming from Sykes Creek into the Barge Canal have the potential to cause rapid changes in water flow and navigation problems for barges or other vessels transiting the area.
5. The Southeast Shoal off the tip of the Cape is very shallow, and sand bars form out to about a distance of one mile. The amount of sand being deposited or removed by the currents can also vary with the tides or seasons. Ships enroute to, or leaving the port often cut through the area rather than continuing out past the sea buoy, and pose a risk of grounding.

AREA MAJOR SPILLS

Year Incident Spill Volume

- 1970 Container Ship/Tankbarge Collision 50,000 Gal.
- 1972 Fire/Sinking of M/V OLYMPIC WARRIOR 40,000 Gal.
- 1984 Charter Oil Underground Pipeline Spill 15,000 Gal.
- 1987 Stranding of M/V FERNPASSAT on jetties 100,000 Gal.
- 1987 Valve failure while bunkering 10,000 Gal.
- 1988 Tug Sinking 40,000 Gal.
- 1993 Overfilled tank on T/S PRIME TRADER 30,000 Gal.

A-IV-B SENSITIVE AREAS

A variety of shoreline types occur within the Jacksonville Captain of the Port Zone and are dispersed along the Atlantic Ocean and inland to the St. Johns River. Throughout the Jacksonville zone, sandy beaches, saltmarshes, tidal flats, and mangrove swamps occur along the coastal areas. Riverine systems found along the Intracoastal Waterway (ICW), St. Johns River, and associated tributaries include saltmarshes, freshwater marshes, hardwood swamps, vegetated riverbanks, eroding bluffs, tidal flats, and mangrove swamps. Numerous shellfish harvesting areas have been identified and designated for commercial harvesting. Seawalls, bulkheads, and riprap structures have been constructed throughout the zone, primarily in urban areas.

Each of these shoreline types have been assigned a priority ranking for the purpose of identifying shoreline protection strategies in advance of a real-time spill event. Considerations used in prioritizing shoreline types included sensitivity of the habitat to oil, biological significance, economic significance, and cleaning parameters, e.g. ease of cleaning, natural cleaning. The usefulness of this priority classification system is dependent on its simplicity, therefore each shoreline type was assigned to either a high (A), moderate (B), or low (C) sensitivity class. This type of habitat grouping by class should facilitate decision making for shoreline protection in the event of a spill. Of course, public lands, including State, Federal, and local should certainly receive an added degree of consideration, as these areas have generally been purchased for the purpose of protecting these outstanding natural areas. These lands are indicated on the sensitivity maps.

As stated above, biological significance of a particular habitat type was incorporated in the prioritization process, however these groupings by class do not necessarily consider the significance of specific individual locations. Therefore, important known bird rookeries, bald eagle nests, and significant nesting beaches for threatened and endangered sea turtles have been indicated on the sensitivity maps. These areas should certainly receive the highest priority for protection, at least during the relevant breeding season. These areas should also receive special consideration when planning cleaning strategies of oiled areas following a pollution event.

Many of the riverbanks in Northeast Florida contain significant archaeological sites. Many of these sites have been located and mapped by the Division of Historical Resources, Florida Department of State. Due to the sensitivity of these areas, the exact location of significant archaeological sites is often times not made available for public information. Therefore, a pollution discharge which impacts any riverbank in the Jacksonville Captain of the Port zone should be reported to the Division of Historical Resources in Tallahassee prior to commencement of clean up activities. If the State determines that an archaeological site(s) is threatened by either the pollution event or the subsequent clean up activities they will provide a professional archaeologist for consultation.

Archaeological sites, such as burial mounds, may occur in woodlands and other sites may occur within the dunes along coastal beaches. The presence of pieces of broken pottery

(sherds), spear points and arrowheads, mounded dirt, and shell mounds may all serve as clues for the presence of an archaeological site. Often, these clues may go unnoticed by the untrained eye, therefore it is always best to consult the Division of Historical Resources, particularly when a pollutant has impacted a riverbank, or areas which require heavy equipment to be moved off road through a wooded area, or through a dune system

Bureau of Archaeological Research,
Tallahassee, FL - Jim Miller
(904) 487-2299 Fax (904) 414-2207

Conservation and Recreational Lands (C.A.R.L.) Archaeological Survey,
Gainesville, FL - Jim Miller
(904) 487-2299

C.A.R.L. Archaeologist,
St. Augustine, FL - Chris Newman
(904) 829-9100 Fax (904) 825-2320.

A-V RESPONSE ORGANIZATION AND POLICIES

For spill response activities, federal on-scene coordination is accomplished through a single, predesignated On-Scene Coordinator (OSC), the COTP Jacksonville. He reports to and receives advice from the District Commander. COTP Jacksonville also receives input from regional and district offices of advisory agencies.

National level coordination is accomplished through the National Response Team (NRT) which receives reports from and renders advice to the Regional Response Team (RRT). Activities are coordinated through the national and various regional response centers.

The Unified Command System (UCS) (Figure 3) provides an organization capable of anticipating and responding to pollution response emergencies.

The UCS is based on the Incident Command System (ICS) and is intended to provide a "common ground" to jointly coordinate command and control for a large number of response agencies. UCS is designed to bring together continuous decision making input from response groups at every level: City, County, State, Federal and the commercial community.

Each response agency and group is responsible to participate in UCS at the appropriate decision making level. The UCS is designed to develop proactive consensus building in anticipation of response requirements, making liaison and direct communication between key response decision makers an integral and continuous part of the emergency response process.

Each agency retains its own organizational identity, chain of command, and direct control of personnel and resource tasking.

The Command level of the UCS and each of the Section Chiefs in Planning, Operations, Logistics, and Finance are tasked with proactively evaluating organizational requirements and implementing changes to the UCS organization in anticipation of the requirements of specific response conditions.

The UCS is made up of the following five functional areas:

- A. Command and Command Staff;
- B. Planning Section;
- C. Operations Section;
- D. Logistics Section;
- E. Finance Section.

RESPONSE ORGANIZATION GUIDE:

1. Establish Unified Command.
2. Complete notifications to all agencies: City, County, State, and Federal.
3. Proactively implement Unified Command elements in anticipation of response needs.

Specific descriptions of duties are found in Tab H to Appendix V to Annex A.

FIGURE 3

UNIFIED COMMAND SYSTEM

A-V-A NATIONAL RESPONSE SYSTEM

The National Response System (NRS) was developed to coordinate all government agencies with responsibility for environmental protection, in a focused response strategy for the immediate and effective clean up of an oil or hazardous substance discharge. The NRS (Figure 4) is a three tiered response and preparedness mechanism that supports the predesignated Federal OSC in coordinating national, regional, local government agencies, industry, and the responsible party during response.

The NRS supports the responsibilities of the OSC, under the direction of the Federal Water Pollution Control Act's federal removal authority. The OSC plans and coordinates response strategy on scene, using the support of the National Response Team (NRT), Regional Response Team (RRT), Area Committees, and responsible parties as necessary, to supply the needed trained personnel, equipment, and scientific support to complete an immediate and effective response to any oil or hazardous substance discharge.

The NRS is designed to support the OSC and facilitate responses to a discharge or threatened discharge of oil or a hazardous substance. The NRS is used for all spills, including a Spill of National Significance (SONS). When appropriate, the NRS is designed to incorporate a unified command and control support mechanism (unified command) consisting of the OSC, the State's Incident Manager, and the Responsible Party's Incident Manager. The unified command structure allows for a coordinated response effort which takes into account the Federal, State, local and responsible party concerns and interests when implementing the response strategy. A unified command establishes a forum for open, frank discussions on problems that must be addressed by the parties with primary responsibility for oil and hazardous substance discharge removal. A unified command helps to ensure a coordinated, effective response is carried out and that the particular needs of all parties involved are taken into consideration. The OSC has the ultimate authority in a response operation and will exert this authority only if the other members of the unified command are not present or are unable to reach consensus within a reasonable time frame. During hazardous substance release responses in which local agencies usually assume a leading role, the local agency may assume one of the unified commander roles when a unified command is used. During responses to oil spills, local agencies are not usually involved as part of a unified command, but provide agency representatives who interface with the command structure through the Liaison Officer or the State representative. When a unified command is used, a Joint Operations Center and Joint Information Bureau shall be established. The Joint Operations Center should be located near and convenient to the site of the discharge. All responders (Federal, State, local and private) should be incorporated into the OSC's response organization (Figure 5) at the appropriate level.

SPILLS OF NATIONAL SIGNIFICANCE (SONS) RESPONSE

A Spill Of National Significance (SONS) is that rare, catastrophic spill event which captures the nation's attention due to its actual damage or significant potential for adverse

environmental impact. A SONS is defined as a spill which greatly exceeds the response capability at the local and regional levels and which, due to its size, location, and actual or potential for adverse impact on the environment is so complex, it requires extraordinary coordination of Federal, State, local and private resources to contain and clean up. Only the Commandant of the Coast Guard or the Administrator of the EPA can declare a SONS.

The response to a SONS event must be a coordinated response that integrates the OSC's response organization with the SONS response organization (Figures 6 and 7).

The SONS organization is addressed in Commandant Note (COMDTNOTE) 16465, and is outlined below. In times of SONS, the National Incident Task Force (NITF) comes into play.

The NITF is a national organization, with representatives from federal, state and local government agencies and the private sector working together to respond to and cleanup the spill. Existing crisis action organizations will be available to provide support and information to the NITF as necessary. For example, the figure below illustrates the connection and relationship between the Coast Guard's internal crisis action system for spill response and the NITF.

The following figure shows how the two organizations "plug in" to one another.

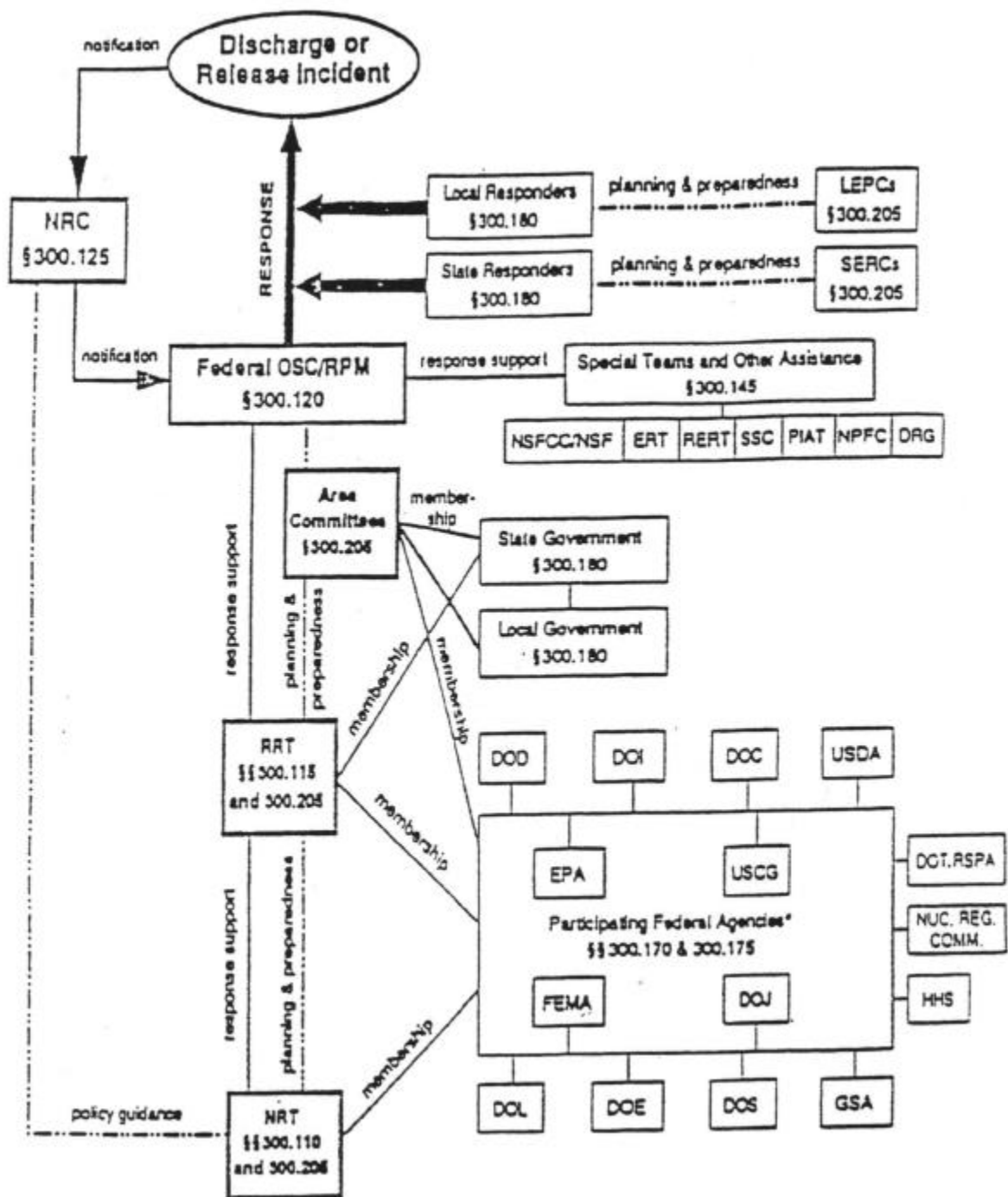


FIGURE 4

NATIONAL RESPONSE SYSTEM CONCEPTS

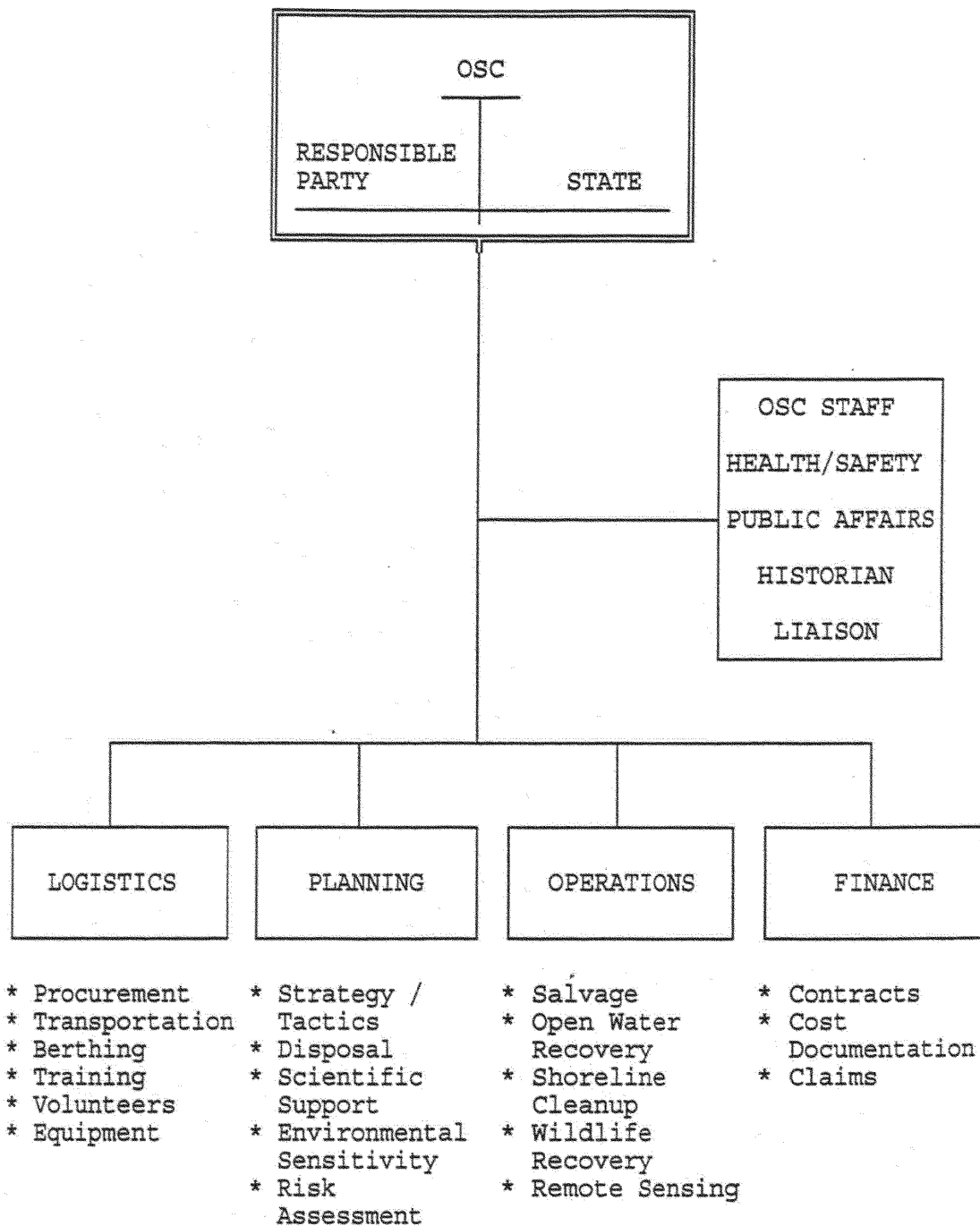


FIGURE 5

ON-SCENE COORDINATOR (OSC) FUNCTIONAL ORGANIZATION

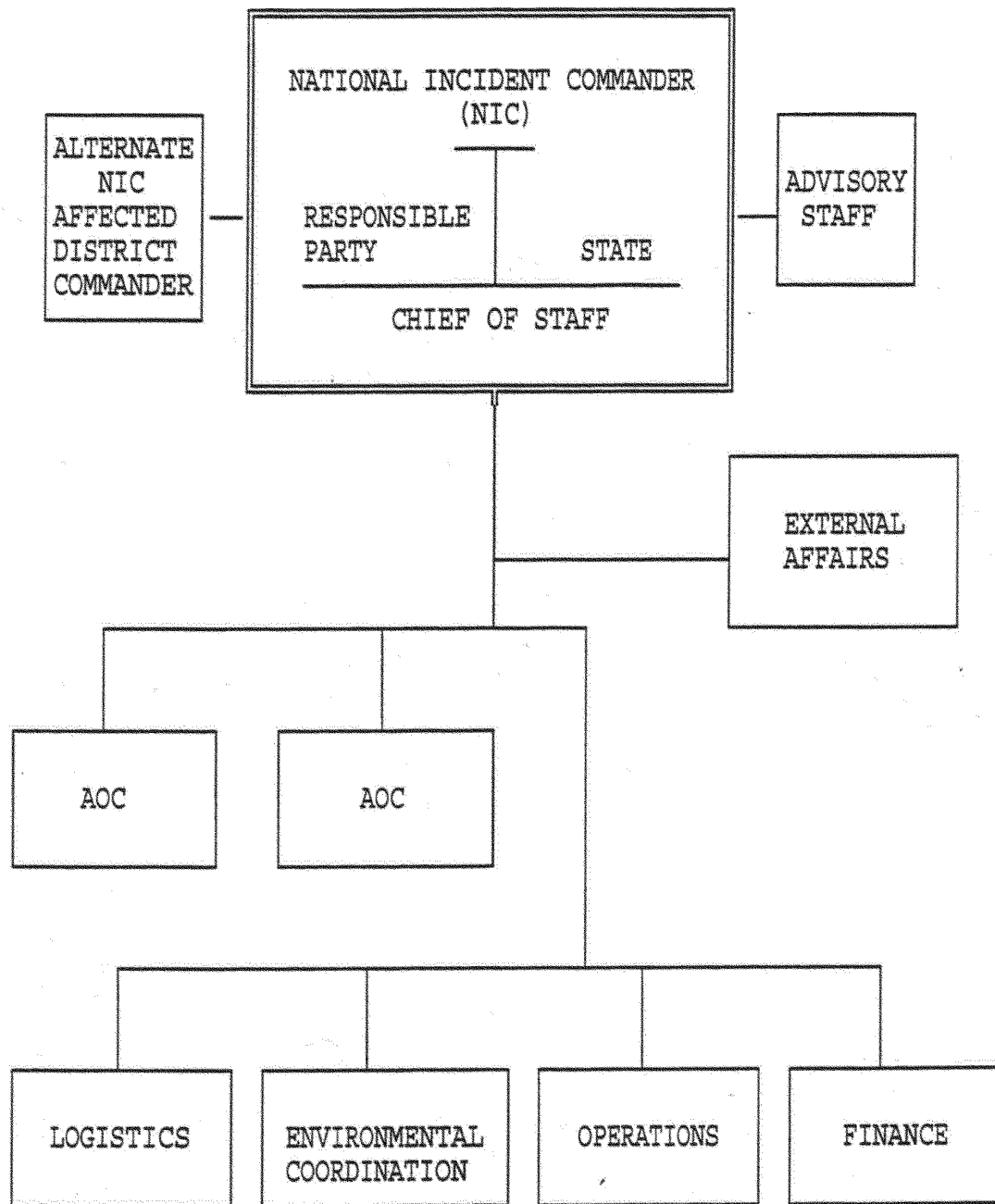


FIGURE 6

SONS INCIDENT TASK FORCE ORGANIZATION

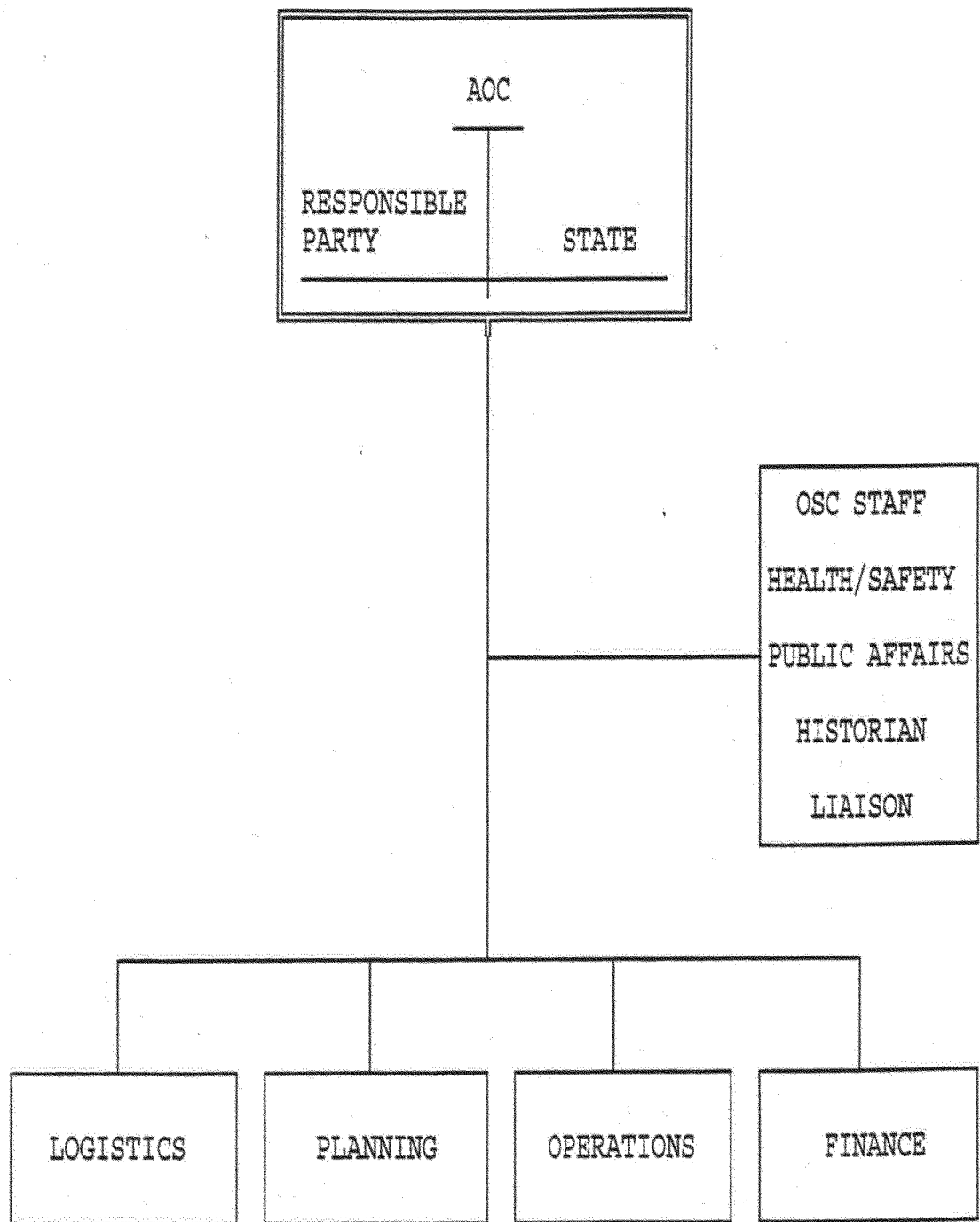


FIGURE 7

AREA OPERATIONS COORDINATOR (AOC) ORGANIZATION

A-V-B NATIONAL RESPONSE POLICY

Section 4201 of OPA 90 amended Subsection (c) of Section 311 of the FWPCA, to require the Federal OSC to "in accordance with the National Contingency Plan and any appropriate Area Contingency Plan, ensure effective and immediate removal of a discharge, and mitigation or prevention of a substantial threat of a discharge, of oil or a hazardous substance -

"(i) into or on the navigable waters";

"(ii) on the adjoining shorelines to the navigable waters";

"(iii) into or on the waters of the exclusive economic zone; or

"(iv) that may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United States."

In carrying out these functions, the OSC may:

"(i) remove or arrange for the removal of a discharge, and mitigate or prevent a substantial threat of a discharge, at any time;

"(ii) direct or monitor all Federal, State, and private actions to remove a discharge; and

"(iii) recommend to the Commandant that a vessel discharging or threatening to discharge, be removed and, if necessary, destroyed."

If the discharge or substantial threat of discharge of oil or hazardous substance is of such size or character as to be a substantial threat to the public health or welfare of the United States (including but not limited to fish, shellfish, wildlife, other natural resources, and the public and private beaches and shorelines of the United States), the OSC shall direct all Federal, State, and private actions to remove the discharge or to mitigate or prevent the threat of the discharge.

A-V-C STATE RESPONSE SYSTEM

FLORIDA

For a list of current phone numbers, refer to the list at the beginning of the ACP.

In the state of Florida, oil spills in the coastal zone are the responsibility of the Department of Environmental Protection. When an oil spill occurs in the MSO Jacksonville area that is in Florida the following personnel should be immediately notified.

In Nassau, Duval, Clay Putnam, St. Johns and Flagler Counties contact the Florida Marine Patrol at Titusville.

If unable to contact FMP, or as an alternate POC, the Florida State Warning Point is a command center in Tallahassee.

GEORGIA

Camden County is the only county in Georgia that is in the MSO Jacksonville area. When an oil spill occurs in this part of the area the Georgia Department of Natural Resources.

A-V-D STATE RESPONSE POLICY

STATE OF FLORIDA

It is the policy of the State, that the Florida Department of Environmental Protection shall be designated the Lead State Agency in responding to all discharges of pollutants as defined by Section 376.031(13), F.S., that occur in coastal waters within the area delineated in Appendix A of the Florida Coastal Pollutant Spill Contingency Plan.

It is the policy of the State, that all state agencies shall adhere to the applicable provisions of the plan. Furthermore, all state agencies shall support the Lead State Agency in responding to coastal pollutant spills of lesser magnitude than those which constitute a major pollution incident.

It is the policy of the State, to utilize mechanical and other physical containment and cleanup methods in response to a coastal pollution discharge. The use of chemical dispersants in combating a discharge is prohibited without the prior written consent of Florida Department of Environmental Protection.

It is the policy of the State, to provide local governments with accurate and timely information regarding a coastal pollution incident; to include its potential or existing affects on the environment and economy.

It is the policy of the State, that no state funds shall be expended for the removal of a coastal pollutant until federal funds have been used to the maximum extent possible, or until federal authorities have declined to expend federal funds in a cleanup effort.

STATE OF GEORGIA

Under provisions of Article 3, Section 38-3-22, of the Georgia Emergency Management Act of 1981, as amended, the Governor has the authority to activate and implement all or selected

response actions of State and local emergency plans and may delegate this authority to the Director of Emergency Management in advance of any emergency or disaster declaration.

It is the policy of the State of Georgia to be prepared within its resources to deal with any emergency or disaster resulting from natural or man-made causes. Emergency functions and services of the State will be maintained in a high state of readiness to protect and save lives, prevent or minimize damage to property, and provide for the benefit of all citizens who are threatened by an emergency, or who become victims of any disaster or catastrophe. Further, it is the policy of the State to provide emergency services assistance to local governments upon request and the determination that local capability is insufficient to cope with the situation or that resources have been expended. These services shall be coordinated to the maximum extent with comparable activities of other local governments, other states, the Federal government, and private agencies of every type. The level and duration of State commitment of resources shall be determined by the Governor at the time of each specific request or disaster situation and prior to any declaration or request for Federal assistance.

Parties responsible for oil spills or hazardous material releases are required to make notification to the Georgia Department of Natural Resources. The responsible party is also responsible for cleanup of the spill or release and all associated cost.

A-V-E LOCAL RESPONSE SYSTEM

In the geographical area covered by this plan, the local response system is based on an informal incident command system, based on the concept of cooperation and mutual assistance.

The primary organizations involved in monitoring and/or directing response efforts are Coast Guard MSO Jacksonville and the Florida Department of Environmental Protection. The exact nature of the event will dictate the degree of involvement by each organization. In a hazardous materials release, the chief of the local fire department having a HAZMAT team will be the incident commander. In significant incidents which may involve hazard to the public and/or evacuations, the Emergency Preparedness Division for the county in which the release occurred will also become involved.

A-V-F LOCAL RESPONSE POLICY

Within the area of responsibility of this plan it is the policy of the Federal On-Scene Coordinator, as well as National policy, that all reports of discharges of oil or hazardous materials be investigated. In the Jacksonville and Cape Canaveral areas, spill reports will

normally be investigated by MSO Jacksonville personnel. In areas between these two offices the FDEP will often conduct the initial investigation. When reports of pollution in the St. Johns River south of Jacksonville are received, FGFWFC may initially verify the existence and severity of a discharge. Discharges in Georgia may be verified by GDNR.

Several factors will be considered to determine how an oil discharge will be cleaned up. These factors include but are not limited to:

- Type of material (oil) including toxicity and persistence

- Amount of material

- Location of discharge in relation to environmentally sensitive areas.

- Hazards to response personnel

- Technical probability of success

- Response time of cleanup contractor

MSO Jacksonville maintains a conservative response posture, in regard to hazardous material response, with a level D personnel protection which prevents entry of unit personnel into hazardous environments. For situations requiring entry into hazardous environments, this unit shall rely on the capabilities of the Gulf Strike Team, Region IV EPA and ERT, and the City of Jacksonville Fire Department Hazardous Material Team, Station 9.

The COTP Jacksonville has determined the ability of Fire Station 9 and other agencies in agreement with the Jacksonville Florida Interagency Hazardous Material Response Standard Operating Procedures to be adequate for response to hazardous substance releases.

The OSC shall not relinquish any responsibility no matter who is carrying out the actual response, and shall monitor the response as necessary to ensure its adequacy. If a response is not adequate, the OSC shall, to the extent that resources are available, provide advice to responders or assume control of the response. The OSC does not need to extensively investigate an incident to determine the need for a response. If the release poses an obvious threat to public health or welfare, or the environment, the OSC should take appropriate actions as rapidly as circumstances dictate.

FLOATING DRUMS (As approved under the July 1995 MOA by the state of Florida and the U.S. Coast Guard.)

Often drums will be found in or near the water which contain Hazardous Material or unknown materials which must be handled as Hazardous Material until determined to be otherwise. In accordance with an agreement between the U.S. Coast Guard Seventh District and the Florida Department of Environmental Protection the following guidance applies:

The retrieval, testing, and disposal of drums containing hazardous materials or suspected of containing hazardous materials, found floating on the waters within the FOSC zone will be the responsibility of the U.S. Coast Guard.

The retrieval, testing, and disposal of drums containing hazardous materials or suspected of containing hazardous materials, found intact on the beach, or on the banks of waters located within the FOSC zone, will be the responsibility of the Florida Department of Environmental Protection.

Drums containing hazardous materials or suspected of containing hazardous materials found to be leaking product onto the beach, or on the banks of waters located within the FOSC zone, will be the responsibility of the U.S. Coast Guard.

HAZARDOUS MATERIAL RESPONSE CAPABILITIES

MSO JACKSONVILLE

MSO Jacksonville is not specially trained or equipped to respond to a hazardous material release. MSO Jacksonville maintains a level D response capability with basic training in the management of hazardous material releases. In addition the MSO has an extensive library of chemical reference materials and has access to the Computer-Aided Management of Emergency Operations (CAMEO) and Aerial Locations of Hazardous Atmospheres (ALOHA) computer software programs. These programs can help the pollution investigators identify the pollutant and inform them of the hazardous associated with that particular material and the necessary safety equipment needed for the response. The ALOHA program produces an aerial map of a airborne chemical release and can help identify those areas which should be avoided or evacuated.

LOCAL HAZMAT TEAMS

The City of Jacksonville Fire Department has the only certified HAZMAT response team in the northern half of MSO Jacksonville's response zone. The city has a mutual assistance agreement with all of the surrounding counties and has even responded to a HAZMAT incident in Camden County Georgia. The southern half of MSO Jacksonville's zone is serviced by the Brevard County HAZMAT response team which has a similar mutual assistance agreement with its surrounding counties. These HAZMAT response teams have Level A, B, and C HAZMAT response entry capabilities and are trained to contain and mitigate any foreseeable hazardous material release in our AOR.

USCG STRIKE TEAMS

If the release is too large for the local resources to handle effectively, the FOSC may call the NSF Gulf Strike Team for assistance. The Gulf Strike Teams capabilities include:

- * Responding with trained personnel and specialized equipment to prevent, contain and/or remove releases of hazardous materials;

- * Identifying, locating, and assisting in the transportation of specialized equipment needed for response
- * Supervising/monitoring response personnel on sites;
- * Outlining, establishing, monitoring site safety requirements during hazardous material spill/release operations;
- * Providing resource and photographic documentation support;
- * Providing command, control, and communications support.

Procedures for requesting assistance from the NSF is found in Appendix IV to Annex F.

A-V-G RESPONSIBLE PARTY RESPONSE POLICY

Under OPA 90, the responsible party has primary responsibility for cleanup of a discharge. The response shall be conducted in accordance with their applicable response plan. Section 4201(a) of OPA 90 states that an owner or operator of a tank vessel or facility participating in removal efforts shall act in accordance with the National Contingency Plan and the applicable response plan required. 4202 of OPA 90 (J) section 311 states that these response plans shall:

- "(i) be consistent with the requirements of the National Contingency Plan and Area Contingency Plans;
- "(ii) identify the qualified individual having full authority to implement removal actions, and require immediate communications between that individual and the appropriate Federal official and the persons providing personnel and equipment pursuant to clause (iii);
- "(iii) identify, and ensure by contract or other means approved by the President, the availability of private personnel and equipment necessary to remove to the maximum extent practicable a worst case discharge (including a discharge resulting from fire or explosion), and to mitigate or prevent a substantial threat of such a discharge;
- "(iv) describe the training, equipment testing, periodic unannounced drills, and response actions of persons on the vessel or at the facility, to be carried out under the plan to ensure the safety of the vessel or facility and to mitigate or prevent the discharge, or the substantial threat of a discharge;
- "(v) be updated periodically; and

"(vi) be resubmitted for approval of each significant change."

Each owner or operator of a tank vessel or facility required by OPA 90 to submit a response plan shall do so in accordance with applicable regulations. Facility and tank vessel response plan regulations, including plan requirements, are located in 33 CFR Parts 154 and 155, respectively.

As defined in OPA 90, each responsible party for a vessel or a facility from which oil is discharged, or which poses a substantial threat of a discharge, into or upon the navigable waters or adjoining shorelines or the Exclusive Economic Zone is liable for the removal costs and damages specified in Subsection (b) of Section 1002 of OPA 90. Any removal activity undertaken by a responsible party must be consistent with the provisions of the NCP, the Regional Contingency Plan (RCP), the Area Contingency Plan, and the applicable response plan required by OPA 90. If directed by the OSC at any time during removal activities, the responsible party must act accordingly.

Each responsible party for a vessel or facility from which a hazardous substance is released, or which poses a substantial threat of a discharge, is liable for removal costs as specified in the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) (42 U.S.C. 9601 et seq.).

A-V-H ROLE OF ON-SCENE COORDINATOR

The On-Scene Coordinator is the predesignated Federal official responsible for ensuring immediate and effective response to a discharge or threatened discharge of oil or a hazardous substance. The U.S. Coast Guard designates OSCs for the U.S. coastal zones, while the U.S. EPA designates OSCs for the U.S. inland zones.

The first federal official affiliated with an NRT member agency to arrive at the scene of a discharge should coordinate activities under the NCP and is authorized to initiate, in consultation with the OSC, any necessary actions normally carried out by the OSC until the arrival of the predesignated OSC. This official may initiate federal fund-financed actions only as authorized by the OSC.

Where appropriate, the OSC shall establish a unified command consisting of the OSC6, the State Incident Commander, and the Responsible Party Incident Manager. The OSC is responsible for assigning individuals from within the response community (Federal, State, local or private), as necessary, to fill the designated positions in the NRS incident level response organization. It should be noted, however, that one individual may fill several of the designated positions. These assignments will be predicated on the nature of the spill and the need for extensive manning. These positions and their responsibilities are as follows:

(1) Public Affairs Officer - Responsible for the coordination and release of all media releases and the scheduling of press conferences related to the incident. The PAO may also establish a Joint Information Bureau (JIB) to facilitate the coordinated release of available information.

(2) Liaison Officer - Responsible for coordinating with outside agencies, individuals, or groups involved in the response.

(3) Safety Officer - Responsible for the safety of all activities associated with the response and compliance with applicable safety laws and regulations. Also responsible for assessing hazardous and unsafe situations and developing measures for assuring personnel safety.

(4) Historian - Responsible for recording the chronology of events and documenting all pertinent activity relating to the spill. All pertinent message traffic, correspondence, etc. should be included in this documentation.

(5) Response Operations Chief - Responsible for management of the tactical response to the discharge, including containment and cleanup efforts.

(6) Planning Chief - Responsible for the development of strategies for the containment and cleanup of the discharge.

(7) Logistics Chief - Responsible for ensuring that the necessary personnel and equipment are obtained and delivered to conduct response operations.

(8) Finance Chief - Responsible for the accounting management of Fund expenditures, including documentation for claims and cost recovery. This position will typically be staffed by a DRAT (see Annex F, Appendix IV, Tab C) or NPFC representative.

The OSC shall, to the extent practicable, and as soon as possible after the incident occurs, collect pertinent facts about the discharge, such as its source and cause; the identification of responsible parties; the nature, amount, and location of discharged materials; the trajectory of discharged materials; whether the discharge is a worst case discharge; the pathways to human and environmental exposure; the potential impact on human health, welfare, safety and the environment; whether the discharge poses a substantial threat to the public health or welfare; the potential impact on natural resources and property which may be affected; priorities for protecting human health and welfare and the environment; and appropriate resource documentation.

The OSC's efforts shall be coordinated with other appropriate Federal, State, local, and private response agencies. An OSC may designate capable individuals from Federal, State, or local agencies to act as her/his on scene representatives. State and local governments, however, are not authorized to take actions under Subpart D of the NCP that involve expenditures of the Oil Spill Liability Trust Fund unless an appropriate contract or cooperative agreement has been established.

The OSC should consult with the RRT, when necessary, in carrying out the requirements of the NCP and keep the RRT informed of activities under the NCP. The OSC is responsible for addressing worker health and safety concerns at a response scene.

In those instances where a possible public health emergency exists, the OSC should notify the Health and Human Services (HHS) representative to the RRT. Throughout response actions, the OSC may call upon the HHS representative for assistance in determining public health threats and call upon the Occupational Safety and Health Administration (OSHA) and HHS for advice on worker health and safety problems.

The OSC shall ensure that the trustees for natural resources are promptly notified of discharges. The OSC shall coordinate all response activities with the affected natural resource trustees and shall consult with the affected trustees on the appropriate removal action to be taken. Where the OSC becomes aware that a discharge may affect any endangered or threatened species, or their habitat, the OSC shall consult with the appropriate Natural Resource Trustee.

The OSC shall submit pollution reports to the RRT and other appropriate agencies as significant developments occur during response actions, through communications networks or procedures agreed to by the RRT and covered in the RCP.

OSCs should ensure that all appropriate public and private interests are kept informed and that their concerns are considered throughout a response, to the extent practicable.

A-V-I NOTIFICATION OF SPILL AND INITIAL RESPONSE

The following is a initial form to be filled out at first notification of a pollution incident:

SPILL REPORT FORM

DATE: _____ TIME REPORT RECEIVED: _____

CALLERS NAME: _____

ADDRESS: _____

PHONE NUMBER: _____ FAX: _____

VESSEL/FACILITY NAME: _____

VESSEL/FACILITY TYPE: _____ FLAG: _____

LOCATION OF INCIDENT: _____

TIME OF INCIDENT: _____

TYPE OF INCIDENT: _____

TYPE OF POLLUTANT: _____

ESTIMATED AMOUNT SPILLED: _____

TOTAL POTENTIAL AMOUNT: _____

WEATHER/SEA CONDITIONS: _____

POC: NAME: _____ PHONE: (____) _____

AGENT: NAME: _____ PHONE: (____) _____

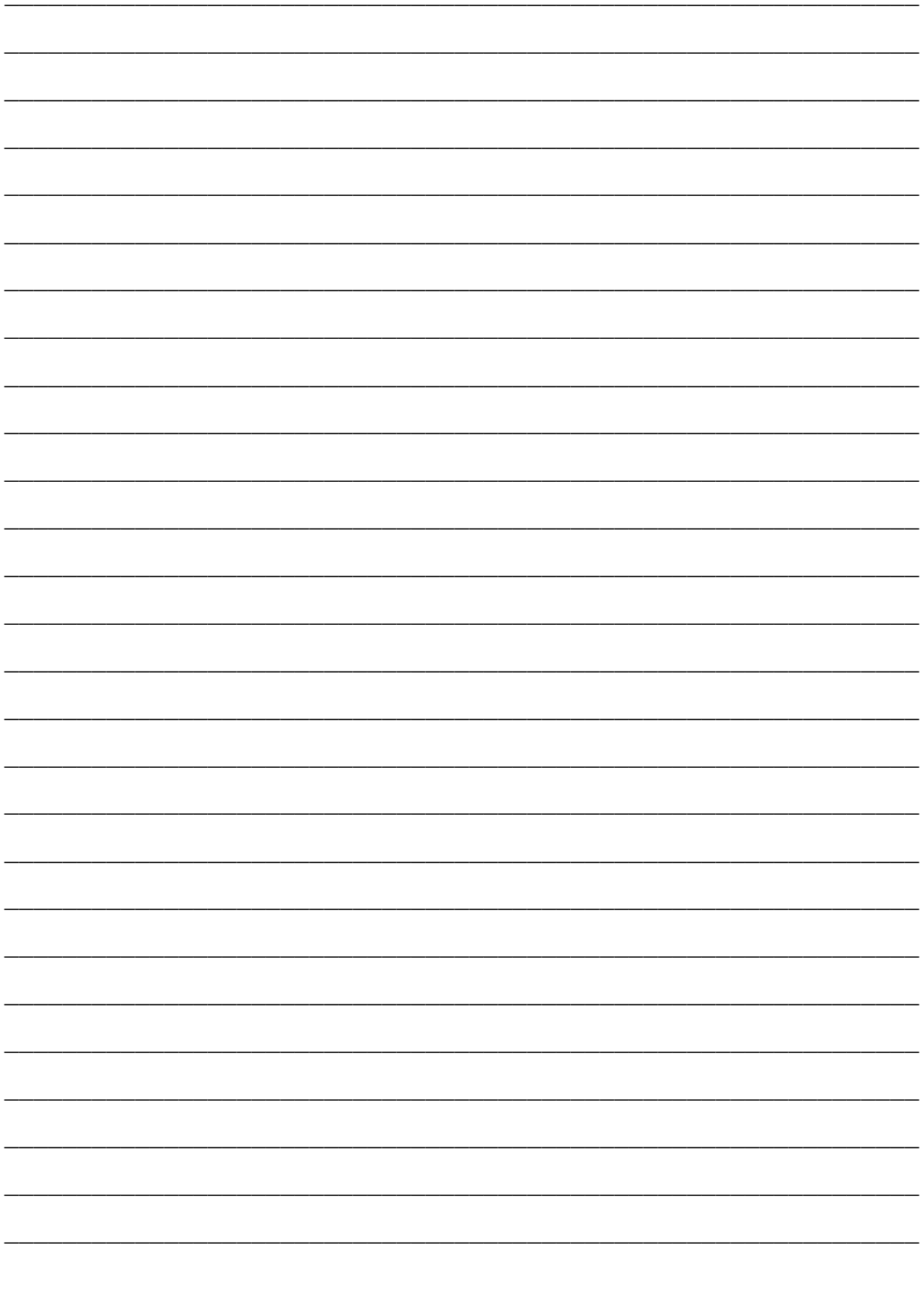
SPILL CLASSIFICATION: INLAND / COASTAL MAJOR / MEDIUM / MINOR

INLAND - MAJOR (>10K GAL) COASTAL - MAJOR (>100K GAL)

MEDIUM (1K - 10K) - MEDIUM (10K - 100K)

OTHER AGENCIES (SEE APPENDIX I): _____

[illegible]



[illegible]

INITIAL RESPONSE DATE:_____

- _____ 1. Dispatch pollution response team
- _____ 2. Prepare press statement
- _____ 3. Assess personnel safety. Determine personnel safety equipment needed based on potential/existing exposure
- _____ 4. Assess fire/explosion hazard
- _____ 5. Determine threat to public health
- _____ 6. Secure or isolate source
- _____ 7. Define nature of incident

- _____ a. Determine Responsible Party
- _____ b. Determine environmental impact
- _____ c. Determine status of spill
- _____ d. Determine movement of spilled product
- _____ e. Determine environmental resources/vulnerable areas at risk
- _____ 8. Evaluate severity of incident and the need for additional resources
 - _____ a. Initial assessment of incident severity _____
 - _____ b. Estimate duration of spill response efforts _____
- _____ 9. Issue Letter of Federal Interest
- _____ 10. Issue Letter of Designation of Source
- _____ 11. Issue Directive/Administrative Order
- _____ 12. Issue Letter of Federal Assumption
- _____ 13. Initiate response strategy
- _____ 14. Public Affairs Officer to draft press release

A-VI PLAN REVIEW

This annex describes the revision and update requirements for the Area Contingency Plan. All revisions and updates will be coordinated with any agency affected by such change. Comments may be solicited by mail; however, if there is significant discussion, meetings should be held to resolve any differences. All revisions will be approved by the Captain of the Port for format and amendment numbering. All revisions will be accompanied by a revision to the list of effective pages/table of contents. Sufficient copies will be printed to effect distribution as per the distribution list.

It is the intent of the Area Committee that this Contingency Plan be a "living document". Although the appendices to this annex list minimum requirements for exercises and plan review, these will be considered minimum requirements. At each of the Area Committee or subcommittee meetings the topic of corrections or addressed problems in this plan should be discussed. Significant problems should be addressed immediately.

The U.S. Coast Guard Marine Safety Office will, based on input from the committee, revise and publish revisions to the Area Plan.

REVISION/UPDATE REQUIREMENTS

Area Contingency Plans shall be reviewed and updated annually. Annual revision is essential to ensure correct phone numbers, contact names, etc. After 1997, the plans will be updated every 5 years. Plans shall be reviewed to ensure all information is current, and in particular, the following areas shall be looked at: emergency notification list, response equipment information (type and amount of equipment available), sensitive areas, hazard/risk assessment of the area, response strategies (changes based on new technology, new equipment, etc.), dispersant approval. Any changes to the plan must be noted on the record of changes page.

A-VII EXERCISES/DRILLS/SCENARIOS

The OSC shall periodically conduct drills of removal capability, without prior notice, in areas for which Area Contingency Plans are required, to assess the effectiveness of such plans and relevant tank vessel and facility response plans. These drills may include participation by Federal, State, and local agencies, the owners and operators of vessels and facilities in the area, and private industry. The NSFCC will act as a clearinghouse for these exercises, participating in the development, execution, and evaluation to the fullest extent practicable, with the cognizant program managers of the USCG and EPA. The NSFCC may, in conjunction with the cognizant program managers of the USCG and EPA, impose unannounced area or multi-area exercises.

[NOTE: The NSFCC is responsible for executing the National Response System Pollution Exercise Program (NRSPEP). All Coast Guard participation in exercises will be coordinated with and/or through the NSFCC.]

SCENARIO DEVELOPMENT

In this appendix three oil spill scenarios will be addressed. These are; Most Probable Discharge, Maximum Most Probable Discharge and Worst Case Discharge. The definitions of these spills are listed in Appendix II to this Annex.

Certain assumptions are made for each scenario, these include:

1. The responsible party is not taking action for cleanup.
2. Weather conditions are; winds from the NE at 30 knots, sky is overcast with 90% cloud cover during the day, tides are higher than normal due to the continuous NE winds. The weather conditions persist for the first two days after the spill.
3. The total amount of oil recoverable is only 40% of the total amount of oil spilled.

AVERAGE MOST PROBABLE DISCHARGE

The average most probable discharge of oil in the MSO Jacksonville area of responsibility is a mystery sheen resulting from a diesel fuel spill of 10-20 gallons. These spills probably originate from fishing vessels based on their location. They may be fuel directly entering the water or fuel entering the bilges and then being pumped overboard. By the time these spills are reported, the sheen is generally too thin to be sampled. Clean up of these spills is almost never possible.

The average most probable discharge of oil in the MSO Jacksonville area of responsibility for which a cleanup occurs is a diesel fuel spill of 10-100 gallons at the Mayport Naval Station. Due to the immediate availability of response equipment and trained personnel, a substantial amount of this material is recovered. When this size spill occurs from a commercial or recreational vessel the response often requires the MSO to initiate cleanup.

AVERAGE MOST PROBABLE DISCHARGE SCENARIO: At 0500 a fishing vessel discharges its bilges prior to getting underway at the Mayport area. At 0545 a report is received of approximately 10 gallons of black oil trapped around the Mayport ferry landing. Upon notification the MSO OOD sends out the duty pollution investigators. The local Florida Marine Police office is notified and requested to conduct a water side search for the source. MSO pollution investigators determine no action is being conducted to contain or clean the oil spill. The OOD requests permission from the Captain of the Port to hire a cleanup contractor once it is determined that a recoverable quantity of the oil exists.

The cleanup contractor's crew arrive with boom and sorbent material. The boom is deployed in a few minutes to contain the oil slick. Then sorbent pads are used to absorb the contained oil.

The pads are collected into plastic trash bags and double bagged for disposal when they become oil soaked. All oiled boats, docks, and equipment is thoroughly decontaminated. MSO pollution investigators determine when it becomes infeasible to recover more oil from the environment. A slight sheen will remain.

MAXIMUM MOST PROBABLE DISCHARGE

Information on vessel traffic, traffic control/navigation, historical data and movement and spread of oil described in Annex I Appendix I apply to this scenario.

MAXIMUM MOST PROBABLE DISCHARGE SCENARIO: At 0100 on a Sunday morning an inbound, car carrier bound for Blount Island starts to enter the St. Johns River at the Mayport jetty. Just as the vessel starts to enter the jetty a steering casualty occurs setting the vessel aground on the north jetty at the entrance of the channel (see chart on page 5). The tide is one hour from reaching maximum flood and the winds are from the NE at 30 knots with gust up to 45 knots. As the vessel grounds two of its fuel tanks containing heavy oil are ruptured, releasing heavy fuel oil into the St. Johns River/Atlantic Ocean. The pilot contacts the Coast Guard Station at Mayport immediately after the grounding.

The MSO duty officer is notified of the event at 0115. The initial information passed by the pilot is that a car carrier ship has grounded on the jetty and that oil is in the water. The duty officer has completed notification of the Commanding Officer and Executive Officer, recalled the duty section, instructed the tertiary watchstander to call in all available MSO personnel and informed the Florida Marine Patrol by 0125.

It will take the MSO personnel about one and a half hours to get the MSO small boat on scene to evaluate the situation. FMP may not have a boat or personnel immediately available to respond. The duty officer should consider the following initial actions.

1. Request that Group Mayport dispatch a small boat to provide timely evaluation of the situation.
2. Inform the Seventh Coast Guard District M duty officer and operations center of the casualty. Secure a Federal Project Number from the duty M officer. Request an overflight be arranged via the Seventh Coast Guard District operations center. Request Coast Guard ships assist the local fire department to battle the vessel fire if necessary.
3. Contact a BOA oil spill contractor and alert them of the need for response.
4. Contact the pilots station to determine the name of the ship and the ship's agent.
5. Contact ships agent.

The grounding resulted in the release of 2,000 barrels of heavy oil from the ship's fuel tanks. The initial report received at 0155 from the Group Mayport small boat, is that the vessel is being held against the jetty by the winds and that large quantities of oil are in the St. Johns River. Reports to the Group from the vessel state damage survey is being conducted by crew but is not complete. Two tugs are on the way to assist the vessel.

The following decisions will have to be made at this time:

1. Where should the COTP order the ship taken when it is removed from the jetty.
2. Where to deploy the initial barrier booms to reduce the spreading of the oil.
3. Where to set up the command post for the response. Ensure State and vessel representative are notified of the location.
4. How many additional oil spill cleanup contractors will be needed to handle the cleanup.
5. Will additional resources be necessary, Strike Team, cleanup monitors, boat crews, etc.

By 0200, pollution investigators report that oil is washing up on the beach south of the jetty. They are unable to determine the quantity of oil in the water due to the darkness.

At 0300 the two assist tugs are on scene, the ship reports two fuel tanks have been holed, no further damage discovered. COTP orders the vessel moved to anchorage three miles offshore and south of the jetty.

At 0500 the vessel is anchored. During the transit another 500 barrels of heavy fuel oil has escaped and the tanks are no longer losing oil. The vessel is stable and in no fear of sinking. Pollution investigators report oil washing ashore along the beach for a distance of 3 miles south of the jetty. The oil in the St. Johns River is going out with the tide after having left heavy deposits of oil as far inland as the Mayport ferry landing and approximately 50,000 gallons of oil in the Mayport Naval basin.

RESPONSE STRATEGY AND EQUIPMENT: The initial response strategy is to ensure all sources of oil have been identified and action taken to secure the flow into the water. The oil entering the naval station basin is to be kept in the basin as much as possible to facilitate cleanup. The oil in the river should be diverted toward the natural collection points and collected as quickly as possible. The oil heading towards the beach along the Atlantic Ocean can not be stopped. The Northeast winds will drive this oil south along the beach for approximately five miles. Activation of heavy equipment to move the oiled sand farther up the beach will be necessary. Beach cleanup efforts will have to be coordinated with natural resource trustees to minimize the cleanup impact on the environment. The estimated amount of equipment necessary to contain the spill and to collect the oil is as follows:

1. Boom (18") to keep the oil confined to the Mayport Basin and to divert to cleanup points along the St. Johns River = 10,000 feet.
2. Boom (24") to boom off vessel until repairs can be made = 4,000 feet.
3. Enough skimmers to collect approximately 50,000 gallons of oil trapped in Mayport Basin in two days = 5 skimmers.
4. Inland barges to store/transport the recovered product = 1.

5. Coast Guard small boats to enforce COTP order to close down St. Johns River and Intracoastal Waterway during event = 2.

PERSONNEL: Coast Guard Personnel needed to conduct this exercise over a ten day period would include at a minimum:

1. 08 = Pollution investigators/cleanup monitors
 2. 08 = OSC representative qualified personnel
 3. 04 = Coxswains
 4. 04 = Qualified small boat crew
 5. 06 = Personnel to man command post
 6. 08 = Personnel to man incident command system staff
 7. 06 = Support Personnel
- 40 = Total personnel needed

RESPONSE: Primary response to the event would be by all personnel at the MSO. This would be enough to provide two boat crews, two land based pollution investigation teams, two casualty investigators and personnel to man the communications center and start contacting additional resources needed to assist. Initial assessment of the casualty and enforcement of the COTP order to close the St. Johns River would have to come from Group Mayport. Additional personnel qualified to conduct pollution investigations and monitor cleanup operations would have to be accessed through Seventh Coast Guard District DRAT. Support in the way of Coast Guard resources to conduct overflights would have to be provided by Seventh Coast Guard District operations.

Response time for the MSO to be fully manned and operational with personnel on scene may take as long as 1.5 to 2 hours during a night event. Initial response to have the communication center manned and personnel enroute to the scene would take up to 45 minutes. Support personnel from the Gulf Strike Team historically take 2-3 hours to arrive without equipment. Reservist are locally available but funding to provide them for significant events in the past has not been forthcoming. Expect as many as 20 to volunteer their services part time at no cost until event is under control. TAD personnel from other Seventh Coast Guard District units could be available within 24 hours.

Contractor furnished equipment could take up to 4 hours to stage at jetty park. Additional resources outside the Jacksonville area would take a minimum of four hours to arrive after they were called.

SHORTFALLS:

The following shortfalls for Coast Guard personnel are noted:

<u>Description</u>	<u>Available at MSO</u>	<u>Short</u>
Coxswains	3	1
Pollution Investigators	5	3
OSC representatives	4	4
Small Boat Crew	4	0
Incident Command Staff	7	0
Command Post	5	1
<u>Support</u>	<u>3</u>	<u>3</u>
Total	31	12

The following shortfalls for Coast Guard equipment are noted:

<u>Description</u>	<u>Available at MSO</u>	<u>Short</u>
Small Boats	2	0
Radios	10	0
Cellular Telephones	10	0

The following shortfalls in Contractor equipment are noted:

<u>Description</u>	<u>Available</u>	<u>Short</u>
Boom (18")	6,000'	4,000'
Boom (24")	0'	4,000'
Skimmers	52	0
Work boats	34	0
Tankbarges	6	0

CLEANUP: The equipment listed is the minimum necessary to conduct an initial cleanup of product working 24 hours a day for 10 days. This represents approximately 50% of the amount spilled. The rest of the product will have been lost due to evaporation (very little), dispersed into the water column or lost into the wetlands and sand of the beach. The oil that enters the wetlands area presents the biggest problem for cleanup. Whether the wetlands should be

entered to conduct cleaning operations or if/when to employ water washing or whether to just boom the area with sorbent boom and let the tidal action wash the oil out, this decision will have to be made by the damage assessment team. Also the type of equipment used to clean the beach will have to be determined early on. This part of the cleanup could take weeks. A determination will have to be made as to when the cleanup is complete. The COTP will be guided by the SSC in making his decision on when to secure from the federal funded response. Disposal sites for the waste generated by the cleanup activities are listed in Tab K to Appendix I in Annex E.

WORST CASE DISCHARGE

DESCRIPTION OF VESSEL TRAFFIC: The predominant vessel traffic calling at Jacksonville is container and trailer ships and barges carrying packaged and break-bulk containerized shipments of dry general cargoes; and, auto carriers carrying various vehicles and rolling stock. Only a relatively small portion of total traffic carries oil or chemical cargoes in bulk. Oil is shipped into Jacksonville on U.S. and foreign flag tankships of up to 40,000 DWT, carrying up to 300,000 barrels of various grades of oil and gasoline, and in tankbarges up to 400 ft. in length carrying up to 225,000 barrels of various grades of oil and gasoline. Such cargoes are received at the eight (8) large oil transfer terminals, stored in large contiguous tank farms, and then distributed by barge, truck or rail to a variety of consumers and distribution centers.

TRAFFIC CONTROL/NAVIGATION: There are no traffic control systems or traffic separation schemes anywhere in the Captain of the Port Jacksonville zone. Tug escorts are not mandatory in any COTP Jacksonville ports, except for dead ship movements and vessels carrying explosives or other cargoes of particular hazard. Underway, docking and undocking pilotage is provided in all COTP Jacksonville ports. Assist tugs are available and used in Jacksonville, Port Canaveral and Fernandina. Four areas in the St. Johns River at Jacksonville are considered to be particularly troublesome to navigation. Details are found in U.S. Coast Pilot No. 4. The areas are:

1. Junction of the Intracoastal Waterway at Sister's Creek.
2. Dames Point turn, just west of Blount Island.
3. Trout River cut approaching downtown Jacksonville.
4. Commodore's Point - 90o turn at Mathews Bridge.

HISTORICAL DATA: Most actual and potential major pollution incidents in the COTP Jacksonville Zone have resulted from hard groundings, dock allisions, and ship to ship or ship to barge collisions. Most significant spills have occurred during bunkering activities at the shoreside bunkering terminals and at the JPA facilities at Blount Island, and Talleyrand Docks and Terminals where most bunkerings take place. Very few major spills have occurred in Jacksonville.

MOVEMENT/SPREAD OF OIL: The St. Johns River is a tidal estuary that flows north through downtown Jacksonville and thence to its outlet at Mayport, Florida. Tidal currents vary from 1.5 Kts. to 3.5 Kts. with two cycles every 24 hours. River current will rapidly spread an oil slick over a 10-15 mile area in one 24 hour day. The oil slick would naturally advance to seaward between 4 to 8 miles per day.

WORST CASE DISCHARGE SCENARIO: At 0100 on a Sunday morning an inbound, single hull, steam powered tankship, carrying 300,000 barrels of No. 6 fuel oil destined for an oil transfer facility on the St. Johns River, approaches the intersection of the Intracoastal Waterway at Sisters creek. A tank barge being pushed by a tug is transiting down river toward the Intracoastal Waterway where it will turn north to deliver 20,000 barrels of No. 2 diesel fuel to a vessel moored at Fernandina. The tide is one hour from reaching maximum flood and the winds are from the NE at 30 knots with gusts up to 45 knots. As the tug and barge approach the junction at Sisters Creek the tug slows to allow the tankship to pass. A strong gust of wind catches the tug and barge and sets it into the passing tankship, hitting the ship on the port quarter and ripping open two cargo tanks and the engineroom at the waterline. The tankship loses all electrical power, propulsion control and steering due to the water flooding the engine room and shorting out the electrical switchboards. The barge is wedged into the side of the ship, and the oil from the two forward tanks has been released into the river. The force of the collision creates enough heat to ignite the diesel fuel and heavy oil mixture and the port side of the ship and the barge are engulfed in flame. The wind pushes the ship and barge across the channel grounding on the south bank of the channel at the west entrance of Chicopit Bay (see chart on page I-I-6). The pilot is able to contact the Coast Guard Station at Mayport prior to the ships crew abandoning the vessel via the starboard lifeboat.

The MSO duty officer is notified of the event at 0115. The initial information passed by the pilot is that a collision has occurred between two vessels on the St. Johns river near Sisters Creek. One of the vessels is on fire and the crew is abandoning ship. By 0125, The duty officer has completed notification of the Commanding Officer and Executive Officer, recalled the duty section, instructed the tertiary watchstander to call in all available MSO personnel and informed the Florida Marine Patrol.

It will take the MSO personnel about one hour to get the small boat on scene to evaluate the situation. FMP may not have a boat or personnel immediately available to respond. The duty officer should consider the following initial actions.

1. Request that Group Mayport dispatch a small boat to provide timely evaluation of the situation.
2. Inform the local fire department of a report that a ship is on fire in the St. Johns River near Sisters Creek.
3. Inform the Seventh Coast Guard District M duty officer and operations center of the casualty. Secure a Federal Project Number from the duty M officer. Request an overflight be arranged. Request Coast Guard ships assist the local fire department to battle the vessel fire if necessary.
4. Contact a BOA oil spill contractor and alert them of the possible need for response.

5. Contact the pilots station to determine the name of the ship and the ship's agent.

6. Contact ships agent.

The collision resulted in the sudden release of 50,000 barrels of heavy oil from the tankship and 5,000 barrels of diesel fuel from the tankbarge. The initial report received at 0155 from the Group Mayport small boat, is that the port side of the tankship is completely engulfed in flame and the oil on the river is burning as well as the northwest end of Great Marsh Island.

The following decisions will have to be made at this time:

1. Should the COTP call in additional resources such as the Gulf Strike Team.
2. Where to deploy the initial barrier booms to reduce the spreading of the oil.
3. Where to set up the command post for the response. Ensure State and vessel representatives are notified of the location.
4. How many additional oil spill cleanup contractors will be needed to handle the cleanup.

By 0700, the intense fire has caused the port side cargo tank bulkheads to fail and the ship has lost 150,000 barrels of No. 6 oil. The barge has disengaged itself and has sunk releasing all 20,000 barrels of diesel fuel into the river. The ship continues to burn and the fire fighting effort continues. The winds have continued to push the escaping oil to the southwest filling the west end of Chicopit Bay and the associated marshes.

By 1200 the rest of the tankship's cargo had effectively been lost due to the collapse of the interior bulkheads. The fire had been extinguished and the wind had subsided to 20 knots and changed direction, coming from the southwest. This caused the oil to spread to the north shore of the St. Johns River and flow up the Intracoastal Waterway on the tide and into the many creeks and wetlands. The oil was also carried down the Intracoastal Waterway, throughout Chicopit Bay and into Pablo Creek.

RESPONSE STRATEGY AND EQUIPMENT: The initial response strategy was to keep as much of the oil in Chicopit Bay as possible. To use the bay as a collection basin and to limit the spread of oil out into the St. Johns River and down the Intracoastal Waterway as much as possible. Any additional available boom would be used to protect the face of the marshes away from the initial impact. The estimated amount of equipment necessary to contain the spill and to collect the oil is as follows:

1. Boom (18") to protect Colorinda Creek, Mt. Pleasant Creek, Pablo Creek Hannah Mills Creek and the Intracoastal Waterway south of Chicopit Bay = 15,000 feet.
2. Boom (24") to boom off vessel, west end, east end and Intracoastal Waterway north of Chicopit Bay as well as the Intracoastal Waterway running north of St. Johns River and to divert the oil in the river to collection points = 20,000 feet.

3. Enough skimmers to collect approximately 120,000 barrels of oil trapped in Chicopit Bay in ten days based on each skimmer having the capacity of remove 300 barrels of product per day = 180 skimmers.

4. Inland barges to store/transport the recovered product = 6.

5. Coast Guard small boats to enforce COTP order to close down St. Johns River and Intracoastal Waterway during incident = 4.

PERSONNEL: Coast Guard Personnel needed to conduct this exercise over a ten day period would include at a minimum:

1. 30 = Pollution investigators/cleanup monitors

2. 30 = OSC representative qualified personnel

3. 12 = Coxswains

4. 12 = Qualified small boat crew

5. 20 = Personnel to man command post

6. 40 = Personnel to man incident command system staff

7. 20 = Support Personnel

164 = Total personnel needed

RESPONSE: Primary response to the event would be by all personnel at the MSO. This would be enough to provide two boat crews, two land based pollution investigation teams, two casualty investigators and personnel to man the communications center and start contacting additional resources needed to assist. Initial assessment of the casualty and enforcement of the COTP order to close the St. Johns River would have to come from Group Mayport. Personnel qualified to conduct pollution investigations and monitor cleanup operations would have to be accessed through Seventh Coast Guard District DRAT. Support in the way of Coast Guard resources to combat the vessel fires and conduct overflights would have to be provided by Seventh Coast Guard District operations.

Response time for the MSO to be fully manned and operational with personnel on scene may take as long as 1.5 to 2 hours during a night event. Initial response to have the communication center manned and personnel enroute to the scene would take up to 45 minutes. Support personnel from the Gulf Strike Team historically take 4-6 hours to arrive without equipment. Reservist are locally available but funding to provide them for significant events in the past has not been forthcoming. Expect as many as 20 to volunteer their services part time at no cost. TAD personnel from other Seventh Coast Guard District units could be available within 24 hours.

Contractor furnished equipment could take up to two hours to stage at Sisters Creek. Additional resources outside the Jacksonville area would take a minimum of four hours to arrive after they were called. Large quantities of boom and the number of trained personnel and

equipment needed to deploy the boom may take up to 24 hours to arrive on scene. Personnel from the NPFC would probably be available within 24 hours.

SHORTFALLS: The following shortfalls for Coast Guard personnel are noted:

<u>Description</u>	<u>Available at MSO</u>	<u>Short</u>
Coxswains	3	9
Pollution Investigators	5	25
OSC representatives	4	26
Small Boat Crew	4	8
Incident Command Staff	7	33
Command Post	5	15
<u>Support</u>	<u>3</u>	<u>17</u>
Total	31	133

The following shortfalls for Coast Guard equipment are noted:

<u>Description</u>	<u>Available at MSO</u>	<u>Short</u>
Small Boats	2	2
Radios	10	10
Cellular Telephones	6	5

The following shortfalls in Contractor equipment are noted:

<u>Description</u>	<u>Available</u>	<u>Short</u>
Boom (18")	6,000'	9,000'
Boom (24")	0'	20,000'
Skimmers	52	128
Work boats	34	16
Tankbarges	6	0

CLEANUP: The equipment listed is the minimum necessary to recover approximately 120,000 barrels of product working 24 hours a day for 10 days. This represents approximately 40% of the amount spilled. The rest of the product will have been lost due to evaporation (very little), dispersed into the water column or lost into the wetlands. The oil that enters the wetlands area

presents the biggest problem for cleanup. Whether the wetlands should be entered to conduct cleaning operations or if/when to employ water washing or whether to just boom the area with sorbent boom and let the tidal action wash the oil out is a decision that will have to be made by the damage assessment team. This part of the cleanup will take many weeks, even months and will require hundreds of thousands of feet of sorbent boom and materials. A determination will have to be made as to when the cleanup is considered complete. The COTP will solicit guidance from the SSC and the state before making his decision on when to secure from the federal funded response. Disposal sites for the waste generated by the cleanup activities are listed in Annex F Appendix II Tab E.